

# De Gull Wing

Two Dollars

"FOR MEMBERS ONLY"

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Volume 4 Number 2 & 3

OFFICIAL PUBLICATION FOR OVER 3000 MEMBERS OF THE DELOREAN MOTOR CLUB OF AMERICA, INC.

## DELOREAN BOOKS

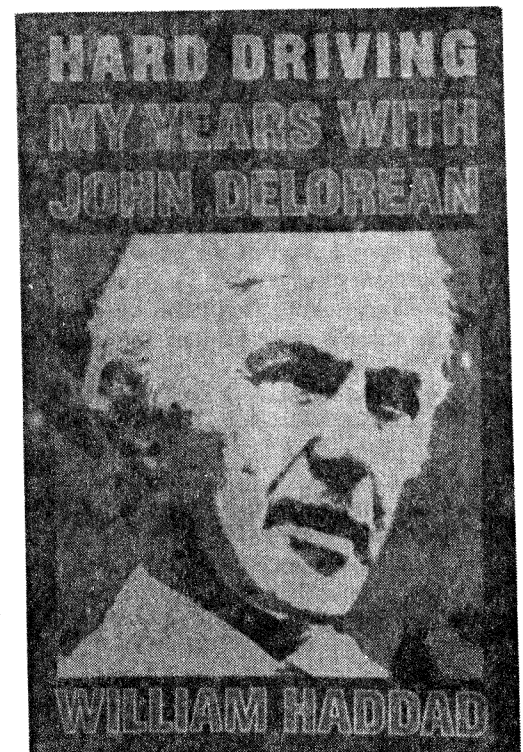
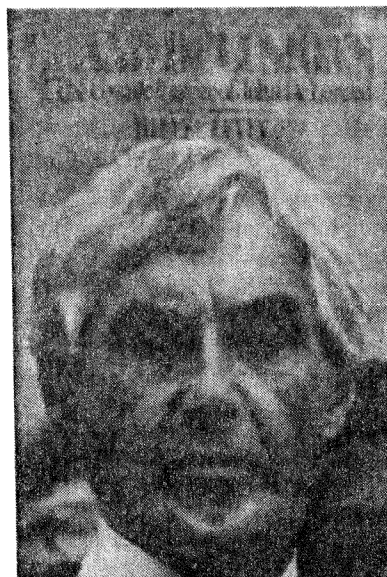
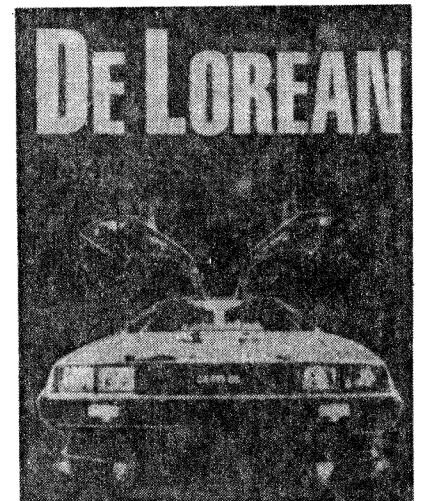
We now offer a larger selection of books about John Z. DeLorean and the history of his DeLorean Motor Company. This also includes John DeLorean's personal autobiography.

**DELOREAN** - John Z. DeLorean tells his story about his drive for individualism, highlights of his years as head of Pontiac and Chevrolet, his marriages, why and how he founded DMC, his efforts to save his company and his personal encounter with God. (\$16.50)

**DELOREAN: STAINLESS STEEL ILLUSION** - The first complete book to look inside the history of DeLorean and his motor company. This hardbound 8 3/4" x 11", 160 page book with 53 color illustrations is an important part in understanding the unfolding story of the DeLorean collapse and JZD's arrest on charges of cocaine trafficking. (\$16.50)

**GRAND DELUSIONS** - Through meticulous research and interviews with the players in DeLorean's inner circle, author Hillel Levin tracks the court cases and the lawsuits that accompanied his ascent, disentangles his convoluted and bizarre business schemes, explores the labyrinth of holding companies and paper corporations that channeled huge sums of other people's money into his personal control, and reconstructs the saga of the gull-winged car. (\$14.50)

**HARD DRIVING** - This is the inside story of the life and times of John DeLorean, according to William Haddad, a politician, businessman and investigative journalist, who worked with DeLorean for fifteen years as a consultant and eventually a top executive of DeLorean's ill-fated sports car company. He reveals DeLorean's use of "black books" to intimidate associates, along with other business techniques and political notions. (\$16.50)



# DeLorean MOTOR CLUB OF AMERICA, INC.

## TECHNICAL TIPS

**STORING YOUR DELOREAN:** For proper storage of your DeLorean, we recommend the following:

1) Put blocks at the cross member before the stabilizer and at the cross member before the engine. Blocks or jack stands may be used.

2) Reduce the pressure in the tires. Front tires - 15 lbs. pressure. Rear tires - 20 lbs. pressure.

3) Disconnect the battery and remove. Place it on a rubber mat or a piece of wood, not on the bare floor.

4) If the car is to be stored for more than a year we suggest that you drain the cooling system.

5) Cover with a car cover or a similar covering.

**STEERING WHEEL SQUEAK:** For those of you, who have a problem with a squeaking sound in your steering wheel, you may want to try the following:

There is a rubber grommet at the point where the steering wheel goes through the fire wall. From the inside of the car, spray this grommet with WD-40. Use white Lithium grease to lubricate from the outside of the car. Make sure you move the steering wheel back and forth afterwards.

WD-40 is not recommended for lubricating from the outside of the car because it breaks down with water.

**FLUSHING THE COOLING SYSTEM:** Remove the plug at the bottom of the block. Put the hose in the top of the reservoir bottle and turn on the engine. Continue to flush the system until the water is clear. Replace the plug

and fill the system with the appropriate mixture of water and coolant. If you are in cold weather territory, you should use a mixture of 60% anti-freeze and 40% distilled water. Otherwise, this mixture should be 50-50. After refilling the system, the air should be purged out.

**PURGING THE AIR FROM THE COOLING SYSTEM:** To purge the system of air, you must first locate the bleeder valve, which is located above the thermostat housing. Attach a small hose or tube to the bleeder line, with the other end in a bottle or container.

If available, use a cooling system tester. The pressure in the system must be 10-15 p.s.i. while bleeding the air out.

Turn on the engine and bring it up to operating temperature. Rev the engine up to 1500-2000 rpm for one to two minutes. Loosen the nut to the bleeder valve. Air should be released through the tube. Continue until you see the coolant run through the line. Close the valve and add more coolant to the reservoir bottle. Repeat this procedure 2-3 times or until all traces of air are out of the system. Be sure to add coolant to the bottle each time and do not allow your engine to overheat.

**CUSTOM SPRINGS UPDATE:** As we stated in an earlier issue of the newsletter, DMCA is having custom-made springs for the DeLorean developed. We have installed a front set on our car and here is what we found.

The front spring, which is 13 to 16 percent softer, lowers the car by about 1½ to 1¾ inches. The result is, with a full tank, all of the jacking points are six

inches off the ground and there is 3¾ inches of space between the tires and fenders, both front and rear. This was our goal. The car looks great and the softer front suspension feels nice!

The front springs can be installed for use with either the stock DMC rear springs or with the softer rear springs. The softer rear springs sets are for those who want to soften the ride also.

The front and rear sets will be sold separately. The established prices are as follows: Front - \$190.00 and Rear - \$240.00.

**STAINLESS STEEL:** The fact that stainless steel won't rust, made it an ideal material for the DeLorean, particularly when you add in the fiberglass underbody and the epoxy-covered frame, both of which are also meant to last well beyond the usual life of an automobile.

Stainless steels are iron-based alloys and have high resistance to corrosion. This resistance is due to the fact that stainless steels have what is known as surface passivity. The presence of at least 12 percent chromium in the steel causes this passivity. One theory of the cause of the resistance to corrosion, is that there is a thin oxide film on the surface of the metal.

The cause of the DeLorean body being non-magnetic, is the alloy used is 304 and austenitic.

Some owners sometimes complain of rust spots on their cars. This usually happens when the owner has used a ferrous metal pad to brush the stainless. These pads leave tiny particles of ferrous metal in the surface and *these* eventually rust.

To help eliminate this problem we suggest using our Stainless Steel Blending Pads. (2 for \$5.00)

To keep your car looking sharp, we also offer the original Car Care Kit developed for the DeLorean. This kit includes Stainless Steel Car Wash, Stainless Steel Cleaner/Sealer, Rubber, Leather and Vinyl Protector and 2 Stainless Steel Blending Pads. (\$30.00)

### DATA

*De Gull Wing* is published by DeLorean Motor Club of America, Inc., P.O. Box 2556, Huntington Beach, CA 92647. Subscription is part of DMCA membership dues and is mailed only to paid members. Member communications regarding address changes or chapter information should be addressed to the Executive Secretary at the above DMCA address.

**Manuscripts, photographs and art** will not be returned unless accompanied by a stamped, self-addressed envelope bearing sufficient postage. Photographs should be 8-inch by 10-inch glossy black and white. Manuscripts must be typewritten to be considered, and should be doubled spaced on one side only. Articles of a technical nature are especially popular but ALL articles will be given equal importance.

# DeLorean MOTOR CLUB OF AMERICA, INC.

## INSURANCE RATE FACTORS

George Watts, president of the Western Insurance Information Service, recently explained some of the factors which go into computing an insurance rate. The information service, based in Santa Ana, Ca., is subsidized by about 50 insurance companies in the western United States.

Besides geography and the driver's accident record, other factors that determine someone's insurance rate are: the age of the driver, along with marital status and sex. If you use your car for work purposes (as a salesman), plan to pay more than someone who doesn't.

Higher rates for men, young people or unmarried people have been pretty well documented as legitimate factors to base insurance rates upon. Some states do prohibit varying rates for these reasons.

Insurance companies do discriminate. The question becomes whether the discrimination is fair or not. They definitely could not discriminate based on factors unrelated to driving or insurance claims, such as baldness or red hair.

Insurance companies cannot charge more based on ethnic or national background.

As for who will get the cheapest insurance rate, a safe driver, who is married, between the ages of 25 to 50 and drives his or her car only for pleasure is the best candidate. A single man under 25, with a bad driving record, will be the one paying the most.

In comparing the amount insurance companies pay out with what they take in in premiums, we can use 1984 for an example. It was the worst year in history for the insurance industry. Nationwide, insurance companies paid out an average of \$117.40 in overhead expenses and claims for every \$100.00 taken in in premiums. That represented a loss of \$2.9 billion, according to the Insurance Information Institute. Much of that loss was recuperated by the money made through investing of premium dollars. By the selling of stocks and by taking tax credits from obvious bad years, the companies were able to post a profit.

(Information obtained from an interview between George Watts and Rod Speer which appeared in the *Orange County Register* Oct/1985)

## DeLorean Requests That Government Pays For European Trip

John DeLorean will plead poverty and ask the government to pay for a European trip, allowing him and his lawyers to monitor testimony for his criminal fraud trial.

DeLorean's attorney, Howard Weitzman, stated that his client will ask District Judge Julian Cook to rule that the federal government pay for the trip to Switzerland, The Netherlands, and United Kingdom.

Cook has ruled that the federal prosecutors could go to Europe to take testimony from 20 witnesses. Cook said the government must pay expenses for DeLorean and his lawyers to take depositions, if the former millionaire auto magnate proves he cannot pay for the trip.

DeLorean was charged September 20 with a 15 count indictment that alleged he used an intricate international financing scheme, to bilk millions of

dollars from investors in his now bankrupt Northern Ireland sports car company.

Assistant U.S. Attorney Sheldon Light states that without the overseas depositions "the government in all probability would not be able to proceed" with a successful prosecution.

All but one of the 20 witnesses have refused to come to Detroit for the trial. Since the foreign witnesses are "outside the subpoena powers of the court," Judge Cook ruled in favor of Light's motion for the trip.

Cook said DeLorean's expenses will be ordered paid by the government, if DeLorean files an affidavit "detailing his current financial status ... to be examined (confidentially) and sealed."

DeLorean's trial is scheduled to begin in Detroit on April 27.

(Source: United Press International)

## DELOREAN RATED AS COLLECTIBLE

The DeLorean automobile was named one of the ten best collectible cars by *CAR and DRIVER* magazine (January 1986 issue).

The foremost reason for making the list is its "notoriety factor". It was rated as a "mediocre car with an interesting history". It is forseen down the road, that the owners will have a tall-tale to tell about John DeLorean and his ill-fated

company, to add intrigue and mystique to their cars.

Jack Bianchi, a professional restorer, was quoted as saying "It's honest and straight forward, a genuine hand-built car. It's a car that an owner can work on himself".

As most DeLorean owners know, it is a great conversation piece now. As for value, only time will tell!

### DISCLAIMER

While it is a primary service of the DeLorean Motor Club of America, Inc. to disseminate technical information, any maintenance technique or possible modification published in *De Gull Wing* should be weighed against conventional, traditional, and generally-accepted techniques and modifications. *De Gull Wing* should not be considered the authority on maintaining or improving DeLoreans and the views expressed are those of the author of an article or person quoted. Although research has proceeded each article, the mention of a product, service or procedure herein does not constitute endorsement of it by the Club, its officers, employees, or *De Gull Wing*. Prudent owners should consider possible techniques or modifications in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality, and resale value. Any modifications possibly affecting emissions or safety are the sole responsibility of the person performing them and when such possible modifications are presented in *De Gull Wing*, it is also incumbent upon the owner of a DeLorean to consider the effect of any changes in his vehicle upon any warranty in force before undertaking any technique or modification. Failure to do so could result in denial of warranty coverage by DeLorean Motor Company. This publication and this organization **WILL NOT ASSUME LIABILITY** on any such consequences.

# LETTERS TO DE EDITOR

"Please inform your readers that the Pirelli P-7F 205/55 VR14 is a far superior tire for the front than the standard Goodyear's that were installed as original equipment, but only last about 7,000 miles! Thanks for your individual concern for members and advertising as other clubs will not do this! Keep up the excellent work".

**Joe Fedeli**

Dear Joe,

Thanks for the suggestion about the tires and your encouraging words.

**de Editor**

"I have a problem that is driving me crazy. I have burned out so many coils in my door lock solenoids that I have finally given up, I have disconnected the relays and am running them manually. My mechanic colleague tells me that he has been unable to find an alternative and more reliable door lock solenoid, and he is just putting all the DeLoreans he works on into a manual mode.

Has anyone solved this problem either by rewinding the coils with heavier wire, or finding a satisfactory replacement solenoid? The problem is not in the relay box as we have played around with several of these and they all function satisfactorily."

**Sherwood P. Smith**

Dear Sherwood,

We feel that there are two things that should be checked. These are 1) the rod tension, 2) the belt crank - to be sure it is making contact. In the event either of these are off, the door lock solenoids will continue to burn out.

As of now, we do not know of anyone who has rewound the coils with heavier wire as you suggested. Maybe one of our readers has attempted this and will send us some information.

**de Editor**

"My automatic transmission is slipping from 3rd to 2nd, and often will not go into 3rd. Is it likely to be adjustable? If so, how?"

**Steven Abramson**

Dear Steven,

From the information given, we have two suggestions: 1) Check the transmission fluid. If it is dark in color

(or burned), has particles in it and the level is low, we feel that the transmission may have to be overhauled. 2) If everything above checks out okay, then it more than likely is the Computer Governor. This is what tells the transmission what gear it should be in.

If either of these two suggestions turns out to be the cause of your problems, we do carry these parts. The transmission kit contains gears, gaskets and o-rings and costs \$350. The Computer Governor is part number 104218 and is \$392.

**de Editor**

"Will the platinum plugs, that were advertised in the July/Aug issue of the De Gull Wing, work in the DeLorean with a turbo on the motor?"

**Col. George Laven, Jr. USAF (RET)**

Dear George,

Yes, the platinum plugs may be used for the DeLoreans with the TurboCharger. As a matter of fact, they are recommended because they offer a broader heating range.

**de Editor**

"The De Gull Wing has saved me many dollars and solved several problems which could have involved expensive guesswork by mechanics. Thanks!"

Please inform your readers that many are under pricing their unique and generally excellent machines. Recently, I contacted two people who had DeLoreans for sale. Their condition was similar and both sold in a short time. One sold for \$21,500 and the other sold for only \$16,000. I am aware of this happening many times. Unless the car is a total rag, no one should sell their DeLorean for less than \$20,000. Let's get and keep those prices up where they belong".

**Fred Hanson**

Dear Fred,

DeLoreans have sold for as low as \$12,000 new and as high as \$42,500, according to our records. You can see why some people sell at a lower price and make a profit, while others have taken a loss. We foresee the average selling price increasing in the next two to five years.

**de Editor**

"I have a problem with my 1981 DeLorean 5-speed. There is a "ticking" noise in the motor when under load. It developed one day, suddenly, while I was driving at a steady speed up a long hill. It sounds like an exhaust tick that I've heard on other cars when the manifold was loose or the gasket blew where bolted on at one port.

All of the bolts are tight and I can't see any exhaust stains around the ports or any connections. In short, I can't find it! The car runs fine. Any suggestions?"

**Ronald L. Klimes, M.D.**

Dear Ronald,

We suggest that it may be the shield over the cross-over pipe. It may have come loose. We also suggest that you check for possible leaks in the accordin area of the cross-over pipe where it is connected.

If you have a technical owner's guide, check page 1/5/0. The pipe that we are talking about is #12 and the shields are #10 and #11.

**de Editor**

"I own a 1982 DeLorean, and I am contemplating replacing the current exhaust system with one that would have improved resonance. Do you have such data available?"

**CDR. John R. Cabral, USN (RET)**

Dear John,

At this time, we do not know of any that are available. In the event that you, or any of our other members, should find out any information about such a system, we would appreciate it being forwarded our way.

**de Editor**

"Can you give me any ideas as to why the fuse for the interior lights keeps blowing? Is there any way to increase the pressure in the gas filled struts that hold up the engine cover? How about those that are on the doors? They seem so weak. Hope all is well with you"

**Jim Edwards**

Dear Jim,

First of all, check the hood switch and make sure there are no pinched wires. Next, check the engine compartment



# LETTERS TO DE EDITOR

switch and light bulb. Check the light bulb very carefully, because these bulbs have a small insulator in them and if it is burned out it will short out the fuse.

As for the gas struts for the engine compartment and the doors, there is no way to increase their pressure. They will have to be replaced. The engine compartment struts are #108209 and cost \$31.00 each. The door struts are #100592 and cost \$43.00 each.

If the door goes up all the way and comes down slowly, it is the struts which need to be replaced. If the door doesn't go up all the way, the torsion bar needs to be adjusted. This adjustment should be done only by an authorized mechanic. It could prove very dangerous if attempted by unskilled hands.

de Editor

"Last night a van backed into my DeLorean (S/N 6124), scraping the front fascia (110122 late style; 100310 early style), on the left corner. My parts catalogue shows a difference according to VIN but does not give the number it breaks at. Can you advise the availability of the proper part and its price?"

James E. Potter

Dear Jim,

The VIN number where the actual break occurs, was not available. We suggest that you use the fascia's appearance to determine which part that you need. The early style, #100310 has a light glossy finish and sells for \$750.00. The late style, 110122, has a dark dull matte finish and sells for \$800.00. These parts have to be shipped by truck, so an additional trucking charge will be added.

de Editor

"I have a suggestion for those members who have the replacement stainless steel label kits. The smaller DMC emblem looks beautiful on the rear bumper, centered just below the license plate."

Stan Marks

"I have had a problem with my car since the day I purchased it and I presume that it is common to all of the cars. I find that the air conditioning system is constantly cycling on and off. When it does, the car seems to hesitate and the fan wa-

addressed the problem with the relay modules in the last newsletter, but I am not clear which one is the right module to replace".

Glenn W. Legwen

Dear Glenn,

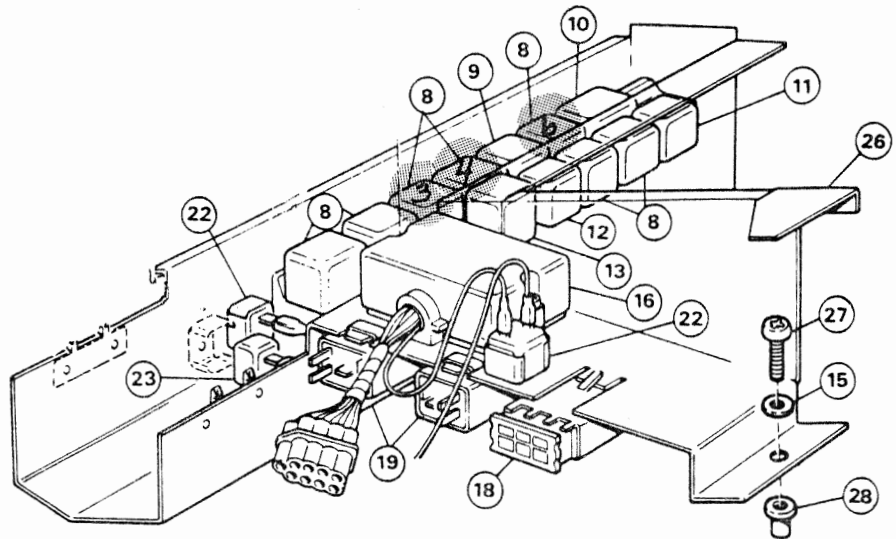
First of all, your air conditioner should be serviced. Next, because you stated that the fans work on and off, we suggest that you need to change a relay and not the fan fail module. Below you will find a picture of the relays. The relays which are marked #8 are the ones

that should be checked. We narrowed it down to three of the seven. #3 is for the fan 3rd speed, #4 is for the fan 4th speed and #6 is for the cooling fan. Also, for your information, #10 is the fan fail module. Take one relay out at a time and replace it with a new relay until you find the one that needs changing.

When the fans do not work at all, the fan fail module usually needs changing. This is part #106046 and costs \$28.00. The A/C changeover relay is \$10.00 and is the one I have mentioned above.

I hope this has been of help to you.

de Editor



## DELOREAN MOTOR CLUB OF AMERICA, INC.

Club Business Can Be Discussed By Dialing

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Tuesdays or Thursdays

10:00 A.M. to 3:00 P.M. - CALIFORNIA TIME

(Collect calls will not be accepted)

Messages and orders may be placed on our

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# ADVERTISEMENTS

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*De Gull Wing* will publish two short (40 words or less) free classified advertisements for members in a calendar year. Additional ads and those ads placed by non-members must be accompanied by \$50 each. Ads in excess of 40 words will be subject to editing. Include membership number and complete name and address with your ad. Mail to: ADS-DMCA, P.O. Box 2556, Huntington Beach, CA 92647.

For display advertising rates call Tuesday or Thursday only, 10:00a.m. to 3:00 p.m. at (714) 847-9940. Collect calls will not be accepted.

**FOR SALE:** 1981 DeLorean, #2120, 21,000 miles. Excellent condition. All updates made during warranty. Floor mats, black sheepskin covers, shop manual and parts lists. \$20,000 (619)445-3891

**FOR SALE:** 1983 DeLorean, 6,000 original miles, stored, mint condition, 5-speed, all manuals, 2 books on John Z., all De Gull Wings. \$17,800. Call (916) 652-0386.

**FOR SALE:** 1982 DeLorean, 1,100 miles, always stored, brand new. 5-speed, grey interior, bra included, AM/FM stereo cassette. Price negotiable! Call Ray, (517) 821-5500, evenings (517)366-5359.

**FOR SALE:** 1982 DeLorean, 5-speed, excellent condition, \$18,000. Call Al (415) 523-9013 Mon. - Fri. after 5 pm (California time).

**FOR SALE:** 1981 DeLorean, VIN number 5647, cover, mats, luggage rack, 12,000 miles, excellent condition with all bugs worked out. 50,000 mile warranty, \$19,000. Reason for selling: purchase of another DeLorean of earlier vintage. Maryland (301) 730-9091 office, (301) 992-7547.

**Wanted:** DeLorean Dealership Sign. Please call Jim (201)966-1904.

**FOR SALE:** 1981 DeLorean, mint condition, 8,000 miles, automatic, black interior. \$15,000. Chicago, (312) 452-1550 Rich.

**FOR SALE:** 2 Rear wheel rims, brand new (silver). Best offer, plus shipping. Call Joe (215) 464-2978 Mon. - Fri. 5 pm - 11 pm EST.

**FOR SALE:** 1981 DeLorean, 15,000 miles, 5-speed, full sheepskins, bra, all minor and major DeLorean problems repaired, custom stereo, excellent condition. \$18,900. Call Roger at (602) 266-7727 or 991-5916.

**FOR SALE:** 1981 DeLorean, automatic transmission, black leather, #3663, mint condition, 1100 miles. Car has been garaged since purchase. \$25,000. Days (312) 432-5545 Eve. (312) 234-8882 Illinois.

**FOR SALE:** 1981 DeLorean #2428, automatic, 35,000 miles, new brakes, new tires, black interior, shop and parts manuals. Good condition, reliable transportation, \$15,900. Must sell. (716) 288-8930 Anytime (NY)

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Dated Material